



S. A. S. M. E. E. Bulletin

**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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**THE SOUTH AUSTRALIAN SOCIETY OF
MODEL & EXPERIMENTAL ENGINEERS INC**

DECEMBER 2005

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CLUB JOTTINGS

BY SMOKEY

5"G CARRIAGE SHED.

A milestone was achieved on Wednesday 31st of August when laying and leveling of track #1 into the new shed was completed. Quite a few runs were made, with a riding truck loaded with workmen from the main line turnout into the shed with resounding success.

Work on track 2,3 and 4 are well underway with only one more turnout to be made up.

The fences on the western end fo the shed have been re-connected and water and air facilities for road vehicles [if any] have been resited in this area also.

The 5th October saw all tracks connected to the shed with lighting and power also completed. Road numbers 1 to 4 have been affixed to each end of the building. By wednesday 19th October all 4 tracks had been loxoned to the concrete floor.

By wednesday October 26th all 5"g rolling stock had been transferred to the new premises, thus doing away with the bothersome zig zagging across the 7 1/4" -- 5"g multi trackwork.

SIGNING ON

Don't forget the requirement to sign the attendance book immediately upon entering SASMEE grounds. It could be your savior should you eb unfortunate enough to suffer an accident.

SPRING RUNNING SEPT. 2005.

Once again the first pfd in September [4/9/05] coincided with Father's Day and the Royal show, and once again we had a good turnout in spite of alterative attractions. Perhaps it was the fine sunny day of 10 degrees which was directly opposite to the day before when Adelaide had nearly 20mm of consistant rain over a period of 15 hours.

There was a good turnout of boats on the pond and at 3.05pm Norm Kernick advertised his presence by demonstrating his hydroplane which never ceases to gain the public's attention. As if wanting to gain attention also was the tooting of the whistle in the steamhouse advertising the array of fullsize exhibits.

SASMEE PARK STATION

The following trains operated:-

2-8-2 D&RGW Mudhen #453
2-8-0 Nigel Gresley #456
----- Steeplecab Electric
----- Shunter 004 Junior

Peter Hoyer.
Bryan Homann.
Ian Clark.
John Monte.

MILLSWOOD STATION

The following trains operated:-

0-4-0 Dolgoch #2
0-4-4 SAR "V" class #9
4-6-0 WAGR Karalee
4-6-0 LMS Black Five
0-6-0 Koppel
----- Shay #12

Barry Dunstan.
John Daly.
Les Smith.
Rodney Harris.
Glen Templeman.
Graeme Driscoll.

SICK LIST

Here tell that member David James has had a stay in Ashford Hospital in August, following a hip replacement. David's jovial personality has been missed at SASMEE and we look forward to seeing him back driving the petrol/hydraulic loco in the near future. {That will be a HIP!! }

SASMEE GROUNDS

We have a saying at SASMEE, "you've done a Jack Davey". This means someone has struck a hole in a water/air pipe with a pick!! Over the years the location of services [electrical excepted] has caused our workmen something of a dilemma -- until recently. For a number of wednesdays member Des Geodecke has been stretching string lines every which way across our property and noting measurements upon a plan. Permanent datum marking points have been located in certain areas for any future reference. The idea is that in the future if we wish to locate certain services, all we have to do is look at the paperwork. Many thanks to Des and hopefully, no more "Jack Daveys" [with all apologies to the real Jack Davey]

NEW WHISTLE SIGN

As the 5"g main line now passes the the northern side of the new carriage shed a blind spot exists at the eastern end and accordingly, a whistle sign has been placed on the approach. Drivers are instructed to sound their warning device in case there may be personnel in the area.

SPRING RUNNING OCT .2005

Notwithstanding the SANFL grand final falling on our pfd on Sunday 2nd the attendance by the public was excellent, proving that not everyone is mad on football. By the way, Central District won! With a warm sunny day of 25 degrees forecast, 8 birthday parties chose our venue to hold their celebrations.

It was a rare occasion for the pond not to give the usual hydroplane demonstration, even though Norm's craft was in attendance.

The demo was upstaged by mother duck and her young siblings refusing to vacate the pond at 3pm [or any time!]

The following power attended and handled the crowd quite well.

SASMEE PARK STATION

4-6-0 LNER B1 #1088

----- Steeplecab Electric

----- 004 Junior+ 005 Jack[D/head]

Terry Trezise.

Ian Clark.

John Monte.

MILLSWOOD STATION

0-4-2 Talylyn #1

0-4-0 Dolgoch #2

0-6-0 Koppel

2-6-0 Eudlo

Bert Francis.

Barry Dunstan.

Glen Templeman.

Andrew Mathews.

PADLOCKS

If you unlock a padlock on either of the turntables, carriage sheds or workshops please leave them **UNLOCKED** as not every has a key.

Please note that the chain on the 5"g turntable has been dispensed with and a padlock alone now secures this fixture.

AUCTION NIGHT

Following the September meeting Jack Davey as usual, picked up the gavel and conducted this annual event. The wares displayed on this night were the junkiest of junk and was reflected in the meagre takings. Something like \$79-00. A u-beaut pop riveter was snared for the club workshop but didn't work thereby destined for the rubbish bin. Occasionally some really saleable items turn up. However this night did not see any of them.

ENTERTAINMENT

The October meeting saw a slide show put on by Barry Dunstan depicting steam locos at work during the mid 1960's. Also shown were slides of passenger liners at Outer Harbour during the same era. The November meeting was the popular annual show of work and is reported elsewhere in this issue of the Bulletin by Bill Coles.

SASMEE MAP.

Just inside the Clubhouse door, adorning the "Feature Wall" is a 3ft x 2ft map of SASMEE grounds. It was drawn up in approximately 1991 and shows everything on the property at that time. The idea is to show members just what has been achieved since then in the way of additions and alterations.

Additions are shown in a plain red line and alterations show a red line over the initial black line. As time goes by the map is updated thus giving members the opportunity of being informed of changes and improvements to SASMEE.

SPRING RUNNING OCT. 2005

The 3rd Saturday run in October, the 15th, saw a comfortable crowd amid a 26 degree day typical for this time of the year.

Notwithstanding 6 birthday parties there were rides aplenty with a good turnout of locos. The happiest person on the grounds, with a smile from ear to ear was John Lewis who, after purchasing Bert Francis' s 7 1/4" g "Simplex" several months ago, had his first public run. John rebuilt his trailer and fitted it out to carry the loco and it looked just fine. When asked just how his run went John answered "I had a Ball"

The canteen was ably staffed by Marg. Lewis, Suzanne Thomas and Julie Klafter. Congratulations to Julie who announced she was pregnant, with an expected birth in March 2006.

The steam house had the usual compliment with Colin Cook, Bob Scanlan and John Weidenhoffer. The 4th steam house member, Ralph Ollerenshaw was busy in other areas, namely the Safety Officer duties.

For the moment Len Redway has made a successful switch from 7 1/4" g to 5" g. With his 0-6-0 "Jinty" pulled down for some repair work the opportunity to run his 0-6-0 "Simplex" [purchased some time ago] presented itself. A riding carriage resembling a steel SAR steel car completes the set. The brakes on the carriage are ingeniously operated from a mechanical apparatus on the bum truck.

The boat pond is still looking clear and fresh and the usual crew of Dean Deguisto, Bob Smith, Norm Kernick and Mary and Gerry Turner supplied an interesting array of craft which at this present time had to work in with Mum and Dad duck and 5 siblings.

SASMEE PARK STATION

Station attendants Ainsley Cuthberson and David Hawkins dispatched the following trains:-

2-8-2 D&RGW Mudhen #453	Peter Hoyer.
0-6-0 Simplex	Len Redway.
0-6-0+0-6-0 Kitso Myer #34	Graeme Driscoll.
4-6-0 [3.5" g] Doris	Alan Wallace.
4-6-0 3cyl. Freelance [FIT]	Glen templeman.
4-4-0 Virginia #5491 [FTR]	Brad Cottle.

MILLSWOOD STATION

Station attendants Alex Mitropoulos and Alan Brabham dispatched the following trains:-

0-4-2 Talylyn #1	Bert Francis.
0-4-0 Dolgoch #2	Barry Dunstan.
0-6-0 Simplex	John Lewis.
0-6-0 Hunslett Petrol/Hyd.	Ian Thomas.

MILESTONE

On October 1964 Ian and Jean Clark tied the knot in Adelaide. Hear tell that Jean, a former BOAC air hostess, was won over by Ian during a flight. [wonder whether trains were an influence?!] Anyway congratulations and best wishes from all members at SASMEE and trust the celebration to commemorate 40 years of wedded bliss lived up to expectations.

5" G LIFTER.

This structure is coming ahead due solely to the efforts of Peter Hoyer. Peter has constructed, at home the top framework and the heavy bass to which the wheels and bearings will be attached. Although Peter had all the steel pre-cut to the exact length there was quite a lot of welding involved and it has turned out very professional. Acknowledgement and thanks must go to Ian Thomas of Diki-Di Engineering for the supply of the railwheels and bearings and also the machine work on the base frame which houses the wheels.

Wednesday 26th October saw the excavation of an area 10ft x 10ft on which a concrete pad was laid. This in fact took place on Thursday 3rd November which will enable tracks to be laid.

Laying of track and commencement of assembling of the the unit took place on Wednesday 16th November and hopefully we will see the completion before the end of the year.

One area of dissatisfaction was the fact that no one fancied drilling some 200 x 1/2" diam. holes in the welded framework thus allowing the whole thing to be galv. dipped. Not to worry, the welds were treated 'cold galv' and then the unit was painted slate grey.

The 7 1/4" loco lifter received similar treatment some years ago and has weathered extremely well.

XMAS B.B.Q.

Do not forget that SASMEE will be holding the traditional Christmas function on the 3rd Saturday in December, which is the 17th.

No public field day is conducted, which is the norm.

Members are most welcome to bring locos for a run, remembering that for non-licensed persons to drive a class 3 driver must sit behind.

The Advertiser BBQ trailer has been booked, courtesy of Gavin Thrum.

Snags, patties and salads will be followed by fruit salad and ice cream. Soft drinks, tea and coffee will be provided. A great sounding combination!.

Please bring your own tables and chairs together with eating utensils.

Please put your name and number of people coming on the list on the Presidents table.

ps -- bring a jacket in case the evening turns cold.

PLAY NIGHT

The General meeting night in January [10th Jan.2006] traditionally takes the form of a play night. The Secretary has sent notices to other kindred clubs inviting them to attend, locos included.

Once again members and visitors are reminded that a class 3 driver must accompany non licensed persons when driving.

Last year was so hot [41c] that steam locos were forbidden to run, However some 10 non steamers were present.

Let's hope the weather in January 2006 will be more forgiving.

CLUBHOUSE ROOF.

On Sunday 2nd October the President noticed sky showing through the flat iron roof over the library. Closer examination revealed considerable corrosion and holes along the whole length confronting the toilet block. Additionally all of the timber barge boards on the western side of the clubhouse and associated down pipes are also in poor condition. The corrugated iron on the clubhouse is adrift in places and a lot of nails have popped out.

The matter was discussed at Committee level and also brought to member's attention at the October General meeting.

It was agreed that the President obtain 3 quotes to carry out the necessary repairs. Of the 3 roofing specialists invited to inspect our premises only 2 actually forwarded quotes to do the necessary repairs. These 2 quotes both agreed that the main club house roof [well over 50 years old] is still quite sound, with a further life of up to 10 years, however it requires refastening with "Tek" screws.

Other work involves new roofing over the library, some new guttering and associated down piping, minor fascia repairs and major repairs to 5 barges.

The quotes were discussed at Committee and decided that the quote from Custom Roofing, although somewhat more costly, best suited our needs and this would be recommended to the November General meeting.

The meeting unanimously agreed to the recommendation that Custom Roofing be engaged to do the work. This will proceed at the earliest opportunity, and the outcome reported to the members.

RUBBISH REMOVAL

Following a plea by the President a number of members made themselves available on Wednesday 9th November to fill a 4 cubic metre "Blue Bin" with hard rubbish, which we had accumulated over the previous 18 months.

It was dirty work but the area was successfully cleaned up and the bin all but overflowing.

Many thanks Chaps.

SPRING RUNNING NOV. 2005

The pfd on Sunday 6th November drew a large crowd in spite of the weather forecast of a sultry 28 degrees and rain developing during the day.

PHOTO 1

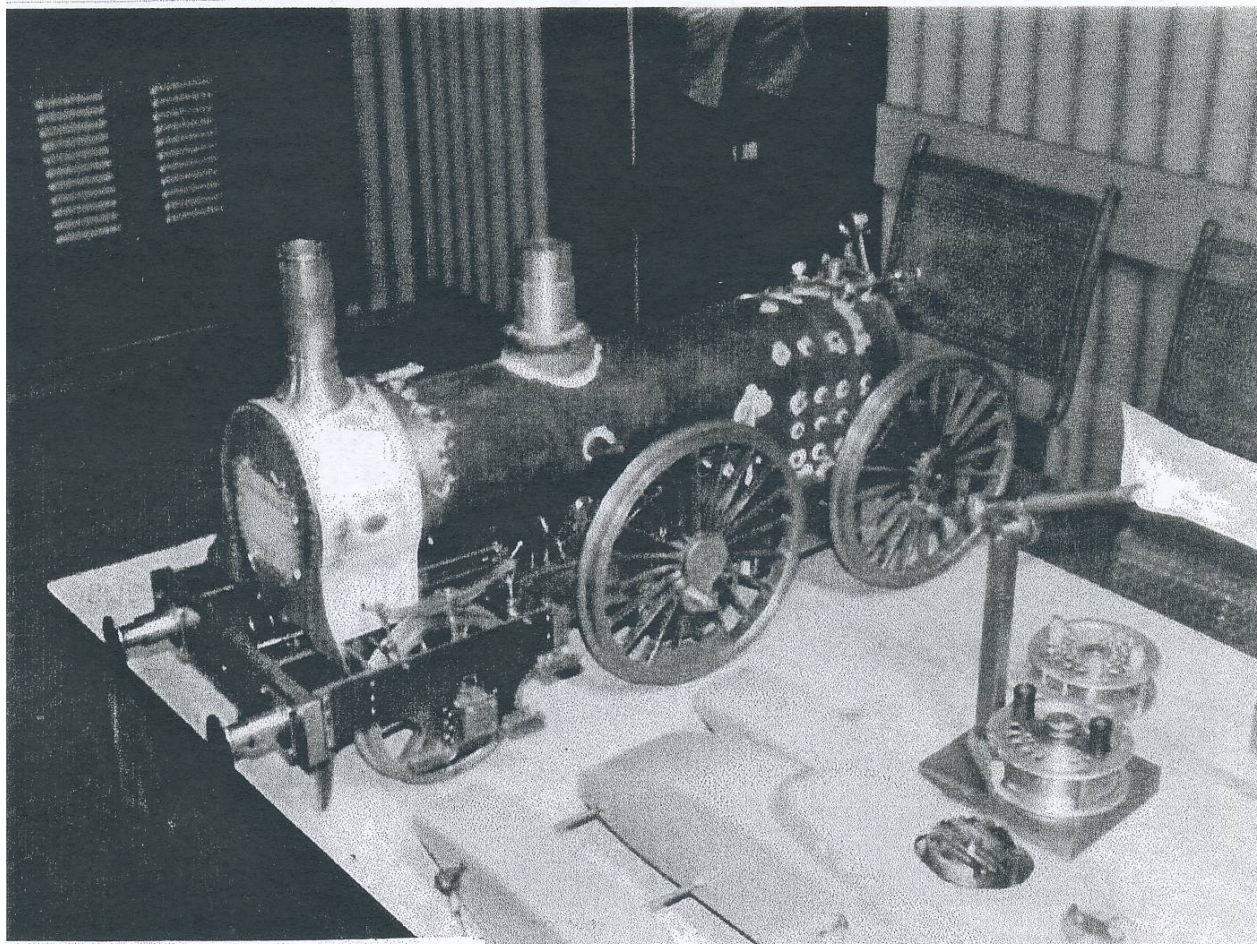


PHOTO 2

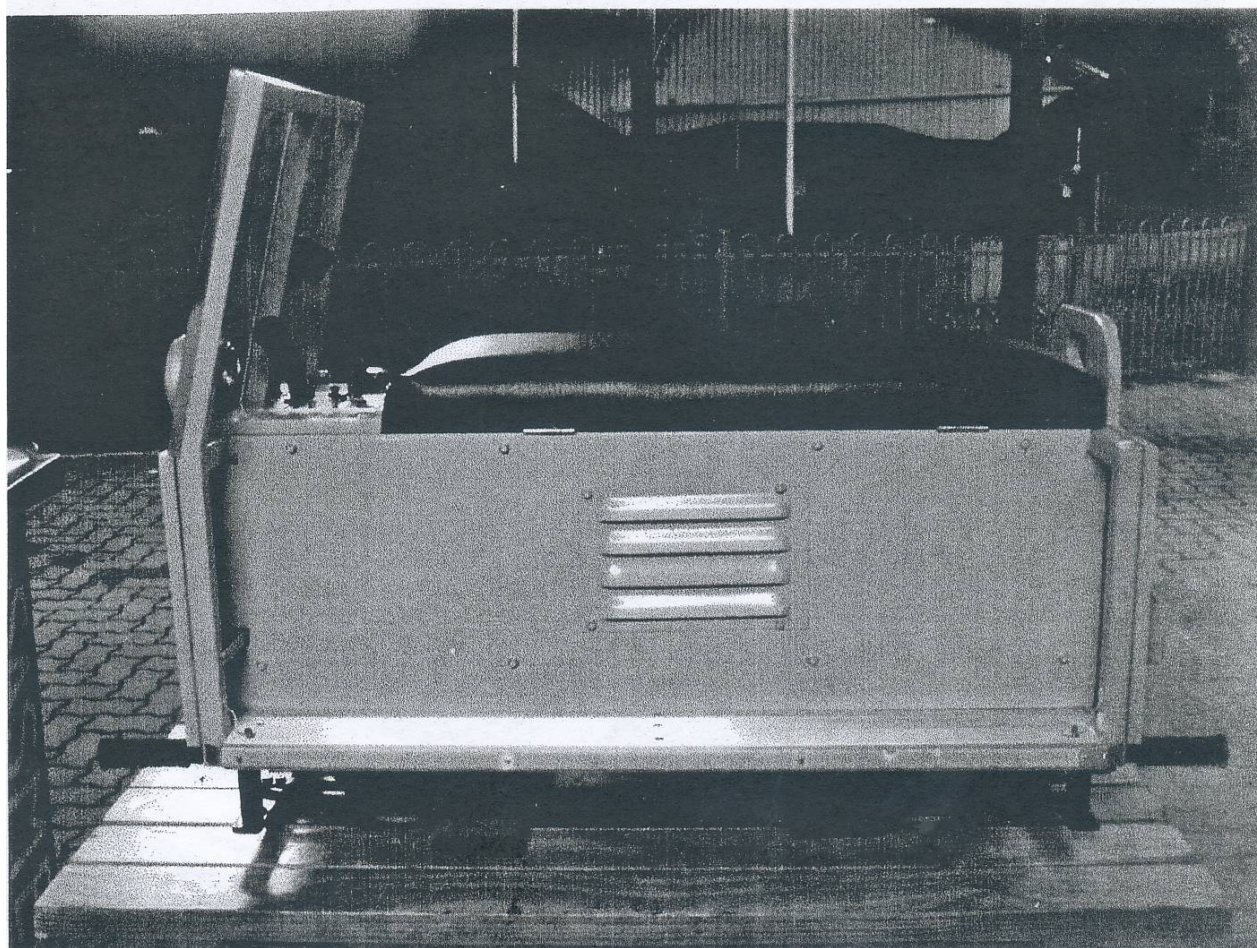


PHOTO 3

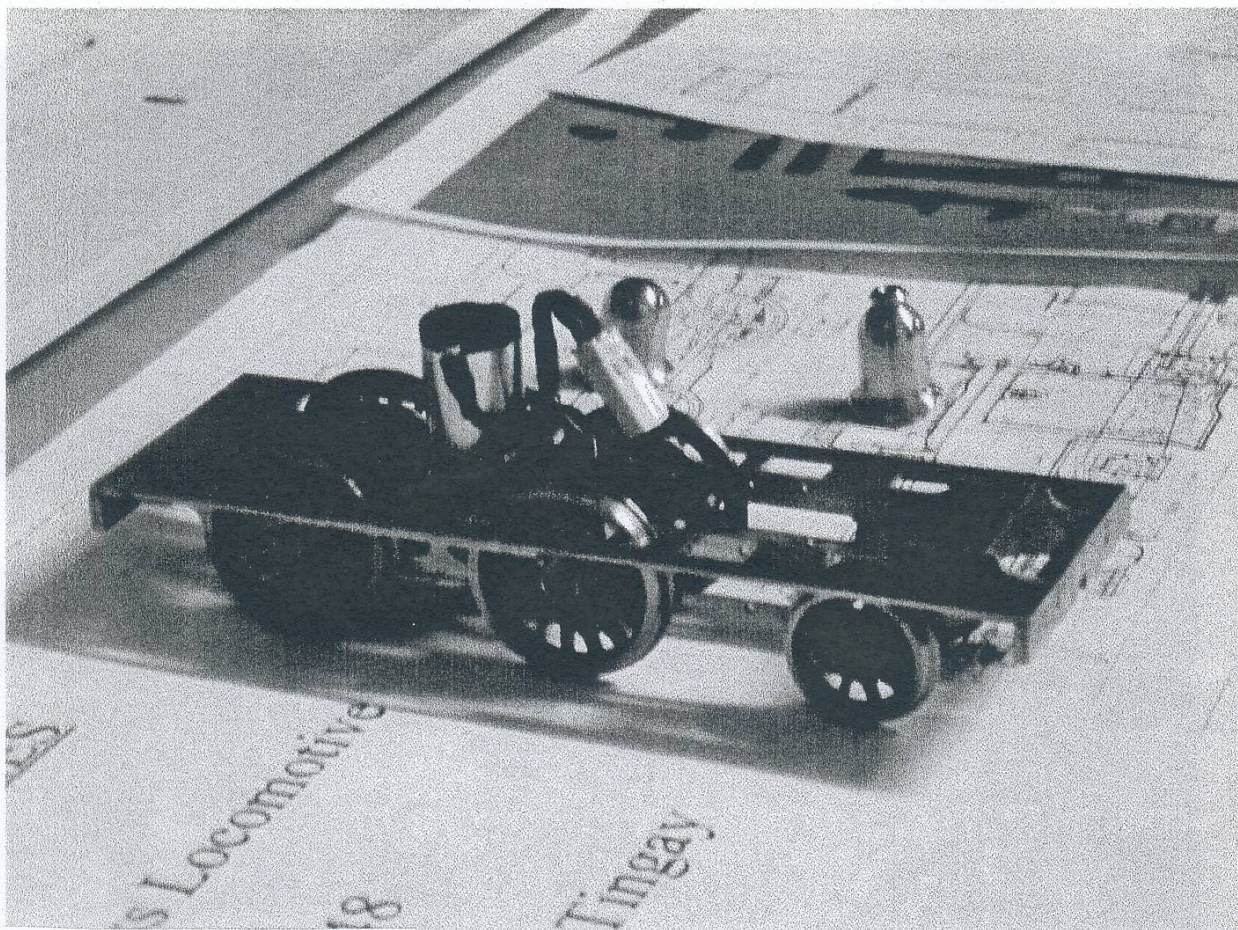


PHOTO 4

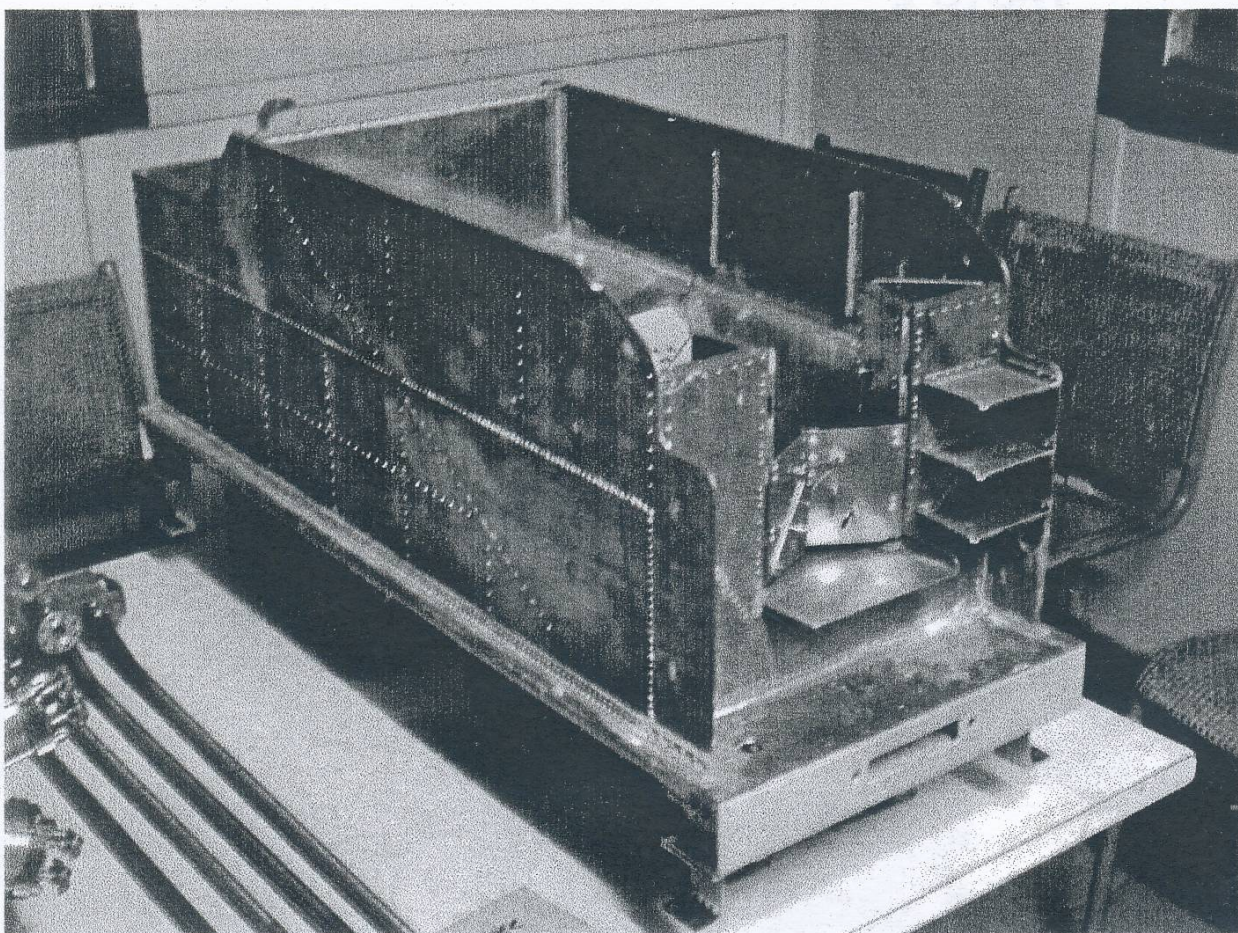


PHOTO 5

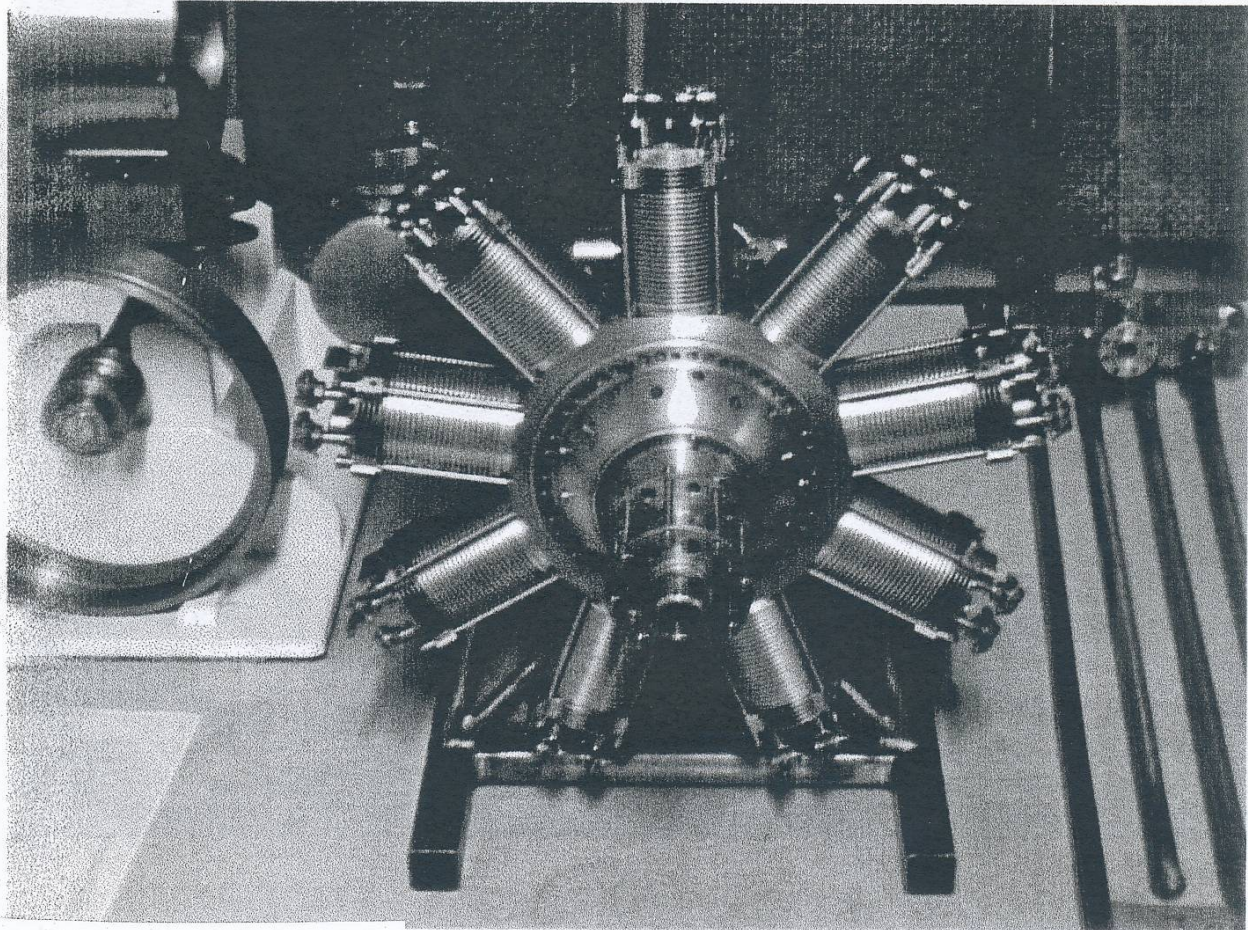


PHOTO 6

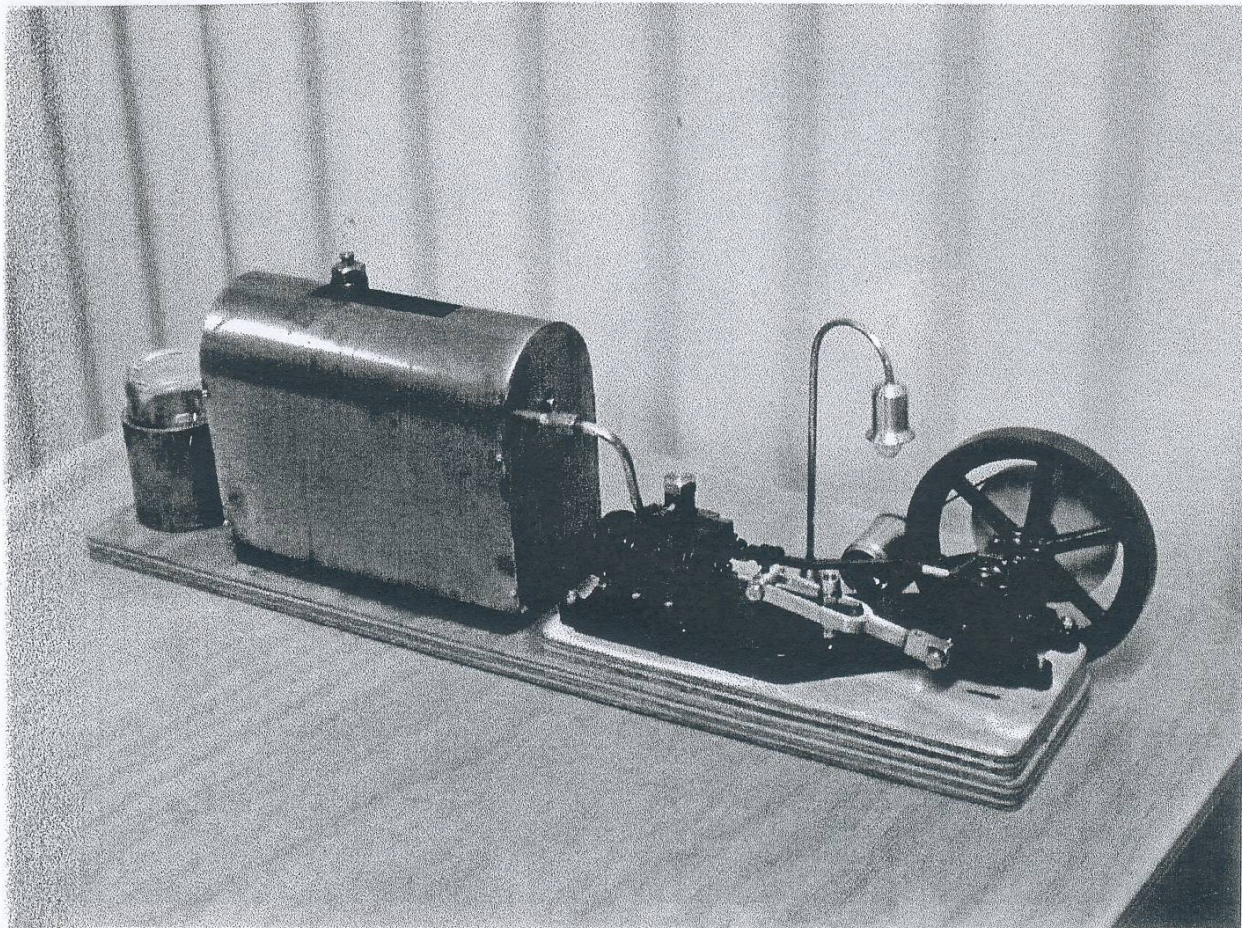


PHOTO 7

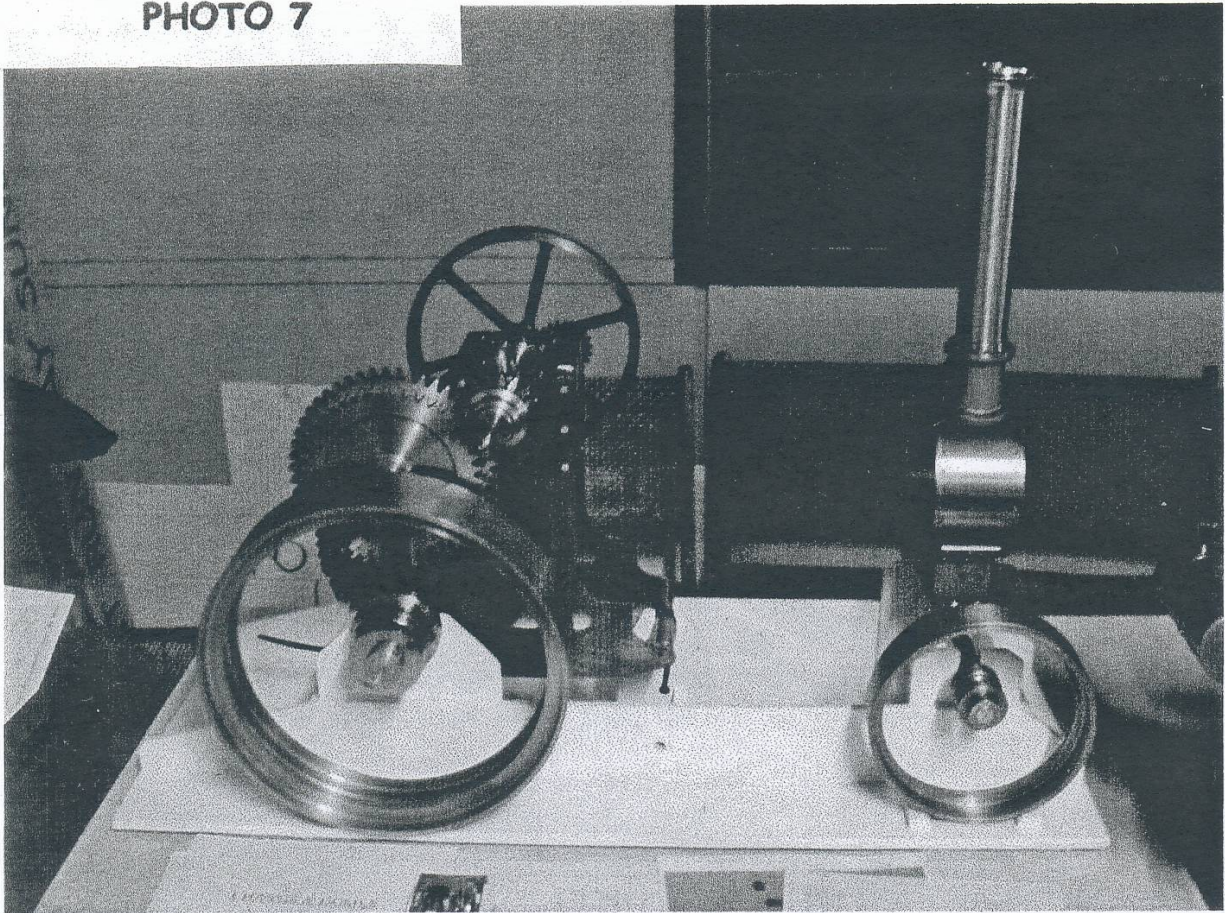
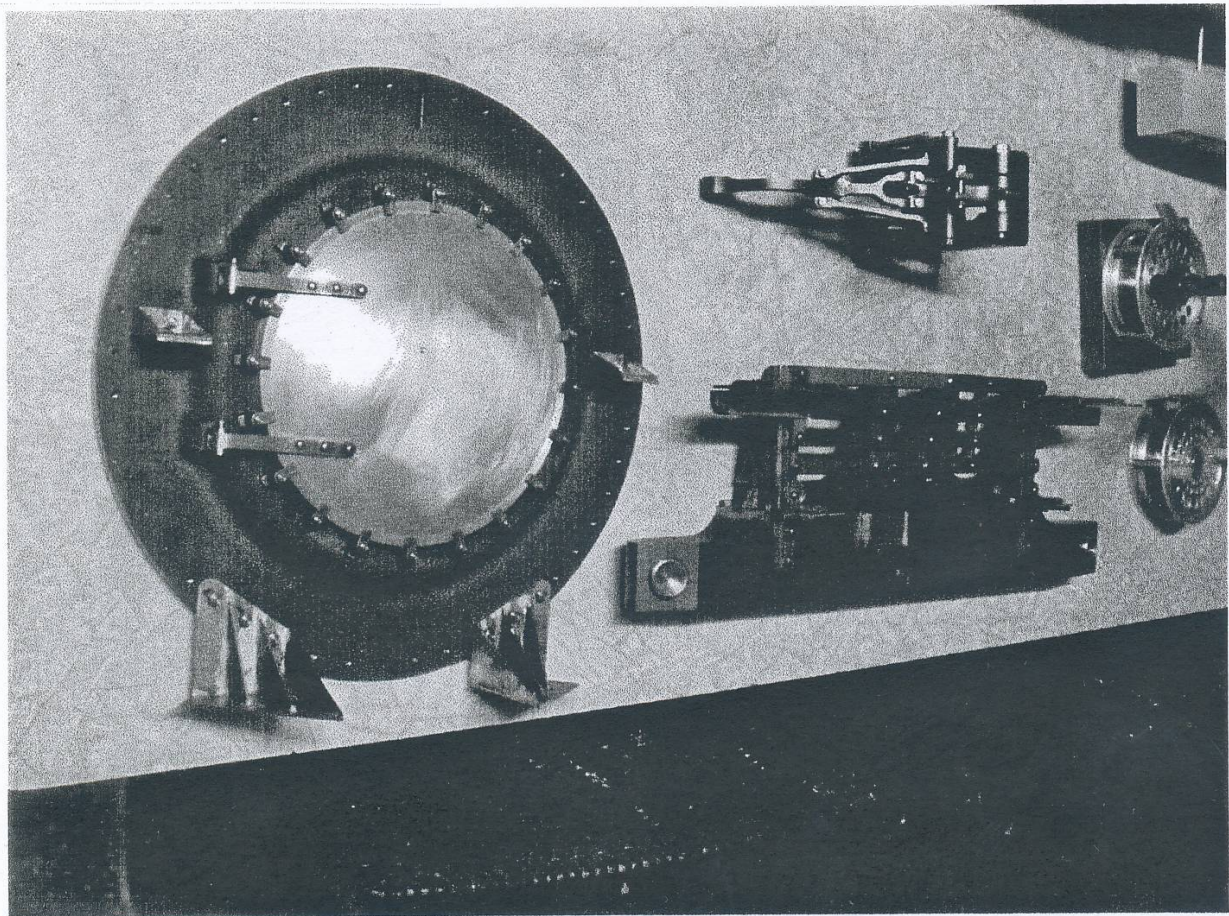


PHOTO 8



Luckily the rain stayed away until after we closed down at 5.30pm and then it pelted down amid thunder and lightening -- Lucky us!! Quite a number of birthday parties were noted and generally everyone was well behaved.

Michael Moyes kindly offered to stand by the entrance [next to our appropriate sign] and screen people for the correct footwear.

Some 40 people, because of thongs, bare feet, sandals and other no-no's decided that they wouldn't come in, some decided to go home and get appropriate footwear. Some people came in stating that they did not intend to ride on the trains. The point is that SASMEE dictates the rules -- The bottom line is **SAFETY**.

A visitor who introduced himself as Frank Lloyd from Lake McQuarie Club in Newcastle was made very welcome. Frank was very impressed with our facilities and spent some time taking photographs and riding on trains and conversing with members. The steamhouse whistle signified that they were open for business, albeit their staff being down by 50%, however David Eustice helped them out.

The boat pond was unusually quiet at 3pm as Norm Kernick's hydroplane was notably absent, however there were 7 other watercraft in attendance operated by Malcolm Ambler, Bob Smith, Mary and Gerry Turner and Bill Weste.

The canteen staff consisting of Marg. Lewis, Jean Clark and Suzanne Thomas did a good trade.

The following locos attended and were kept busy all the afternoon.

5" GAUGE

2-8-2	D&RGW Mudhen #453	Peter Hoyer.
2-8-0	Nigel Gresley #456	Bryan Homann.
0-6-0	Simplex	Len Redway.
-----	Steeplecab Electric	Ian Clark.

7 1/4" GAUGE

4-6-2	Green Pacific #8443	Ian Thomas.
0-4-2	Tallylyn #1	Bert Francis.
0-4-0	Dolgoch #2	Barry Dunstan.
0-6-0	Simplex	John Lewis.

FRONT ENTRANCE GATES

Members will have noticed that the front entrance gates have been smartened up.

Two of the steamhouse staff, Ralph Ollerenshaw and John Weidenhofer took up brushes and a can of blue paint and gave the gates the "once over". The name of SASMEE Park has been done in the colour of Sunshine Yellow. Looks great chaps!!

SOME SASMEE HISTORY

With the recent examination of the club house roof and the subsequent decision to re-roof the library, plus other repairs, it may be prudent to reproduce portion of the then President, Paul Gristi's report in the Bulletin dated December **1977**

"The era of the starting of SASMEE PARK was one of post war shortages and building restrictions. We all purchased cement at every opportunity, being rationed to one bag, and I can still remember Ralph Excell picking up my hoard of 3 bags in his Austin 7 car. The corrugated iron for the roof we obtained by demolition of a large fowl house at Mile End near the Bakewell Bridge."

Today the roof still stands in surprisingly good condition, a true testament to manufactures of old.

RAILWAY QUIZ

Q. What was the Terowie Station most famous for?
Answer in next Bulletin.

Answer to Quiz ----- Last Bulletin

Q. What is the name of the oldest preserved railway in the World? [clue -- SASMEE members should have the answer]

A. The TalyLlyn Railway in Wales --- 1950
[SASMEE has 3 x 7 1/4" g T.R. locos]

SIGNAL ADDITIONS

[Loco Drivers take note]

With the completion of the new 5" g rolling stock shed and associated trackage there are now 2 sets of points on the main line, providing entry and exit from the turntable and rolling stock shed. To provide control of movements of both locomotives, rolling stock and trains in these areas, 2 continuous track circuits for sections of track are installed.

One at the "Turntable" points, the other at the "Rolling stock shed" points. Both of these track sections are bonded to the main line track circuit and are insulated from the "Interior" trackage.

The insulated joints represent the "Shunting Limit" for all internal movement of locomotives and rolling stock. Two "Dwarf Theatre Box" indicators are placed, one at each of the shunt limits.

A "Diagonal Cross" of RED LEDS indicates the main line is occupied. A "Vertical Arrow" of YELLOW LEDS indicates locos, trains may enter the main line. In doing so the main line, now occupied, brings up a "Yellow" indication one block section in the rear of the main line signal, which is now at "Red"

Credit goes to Alex Mitropoulos who made a first class job of the LED indicator boards for the Dwarf signals.

SHOW OF WORK

Article by Bill Coles.

The Annual Show of work followed the General Meeting of 8th November 05. This event reveals a side of club members workshop activities which, due to being once a year, shows a new project constructed within the year, or in some cases [most cases] is an ongoing project to which has grown in additional bits and pieces. Such was the display in this year's show.

Ron Christie is a maker of interesting "things". His display was no exception, 2 finely made alloy fly casting fishing reels together with a fly tying holder. All 3 items finished to high standards.

Norm Kernick displayed his 10cc racing hydroplane. Finished in bold yellow this craft even looks fast without being in the boat pond.

Bob Smith revealed a model in 5" g of a 2-4-0 North Eastern loco. Still to have some finishing details this loco will make an impressive sight on the track as the choice of model is somewhat rare.

Bob Nash had a display of components for his 7 1/4" g x 2-8-4 Berkshire. The Smoke box door is huge!. Full of detail. The front buffer [a casting with additional steel fabrication] is a project within itself. The remaining item was the Baker valve gear assembly module which included a very fine lost wax casting, which due to the complexity of the shape would have called for some very thoughtful machining setups.

Michael Tingay. At the other end of size was a 1/48th scale chassis and dome components of a SAR "P" class loco. The model was supported with a detailed set of drawings. Very high standard of finish. We await next year!

Jeff Schaefer had made up a frame work to display the true to place components of his 2" scale Yorkshire and Durham traction engine. Finish on the steel components is very high while the crank shaft and associated gearing has called for precise machining.

Barry Dunstons` "Flairmont " inspection car has reached the finished stage. In 7 1/4" g this unit is 2 stroke powered. Full of detail, which is Barrys trademark, this replica demonstrates the wide diversity of projects within our club.

Bryan Homann displayed the tender for his SAR "T" class together with the superheater assy. The tender, in all brass, is a riveters delight. Details are obviously to scale and the whole effect looks just right. Pity to paint it. The superheaters seemed to have a method of locking the tubes to the header? Must follow up as it looked quite unique.

Alan Wallace shed some light on the evening by bringing along a small single cylinder steam plant driving a dynamo. In a short space of time steam was raised and light shone about. Great setup for the grandchildren.

Bill Coles has reached the stage on his BR2 that we were able to gain an impression of its size and complexity with all the cylinders in place with cylinder heads and rockers. Bill keeps revising the finishing date but just maybe another 18 months? should see it fire up?

There were a number of articles brought along for display following the October meeting. This was due to misunderstanding in dates. I didn't take details of their items, and if they like to contact me I will include them in the next Bulletin.

OTHER THINGS ----- the editor ---- Bill Coles

Captain Nemo [alias Ralph Ollerenshaw] advises all that the Steamhouse boiler has been given a coat of silver paint. If you haven't been into the technical world of "real" steam lately one should avail ones self to take a conducted tour of this place of intrigue. It houses many informative wonders.

Having recently taken delivery of 680kgs of vertical milling machine the problem arose of how to move it some 20ft, and turn it 180 degrees to its predetermined position.

First problem, the motor fouled the shed cross beams and all the fluoro lights. Fortunately the head swivelled, lights were no problem, just disconnect and work in the dark. [I had previously confirmed that height would give 1" of clearance under the cross beams, but didn't take into account the packing needed to place the pallet truck underneath. In swivelling the head some 30 degrees this shifted the the center of gravity in the vertical plane.]

The mill had to be raised some 5-6" off the ground to allow a pallet hand truck to be fitted under the base. [By the way I nearly ran over myself getting the pallet truck off my trailer]

The mill was raised with a series of wooden packers placed under the base until the required height was achieved. Some degree of animal cunning was used in this operation. Hydro jacks, wood, crow bars and a high level of discussion with myself. You have no doubt guessed that I was doing this on my own.

Pallet truck made short work of moving the Mill. I admit to having to move every other item of wokshop equipment to make manoeuvring room. Build new shelving and in doing so had a shed cleanout.

I was forced into making a scale layout of the shed and contents on graph paper to see how every unit was going to fit in. This overcame the situation of standing about with tape in hand trying to visualise where every thing would go. [Have to admit this was my wifes` idea which she uses to lay out her garden planting]

Mill is now in planned position. Time to withdraw pallet truck.

Once again use of wood, Jacks etc. All was going well, bearing in mind that the packing was in between the forks of the truck, this left a relatively small area for the mill to "balance" on. The mill is of turret design so the milling ram extends to the back to give a fare degree of overhang. Imagine my alarm when the mill slowly keeled over and gently lent itself against some shelving in the shed.

To say alarm was more like oooooo00 ---- SH-T!! because there was nothing one can do stop 680kg from moving! The good news was that the mill fell back, forward may have been a different story.

The mill was righted [panic!] Machine has been levelled, and must admit looks pretty impressive.

Mill was in position early November. Hasn't fired a shot due to having to have a heavy duty [read legal] power run installed.

I realise in hindsight I wasn't very smart to tackle this job on my own. I guess we all like to think we are immortal and fireproof. As the song goes, "that's what friends are for"

Looking forward to taking a cut one of these days. --Bill Coles

Photo 1 shows Bob Smith's "North Eastern", the top of Norm Kernick's racing hydroplane and the fishing reels and fly tier by Ron Christie.

Photo 2 is Barry Dunstons "Flairmont".

Photo 3 shows Michael Tingays' SAR "P" class in 1/48 scale.

Photo 4 is the tender for Bryan Homann's "T" class.

Photo 5 is Bill Coles' BR2.

Photo 6 is Alan Wallace's steam driven lighting plant.

Photo 7 features the Yorkshire & Durham of Jeff Schaefer.

Photo 8 is the Smoke box door, Front buffer assy and a poor shot of the Baker valve gear module.

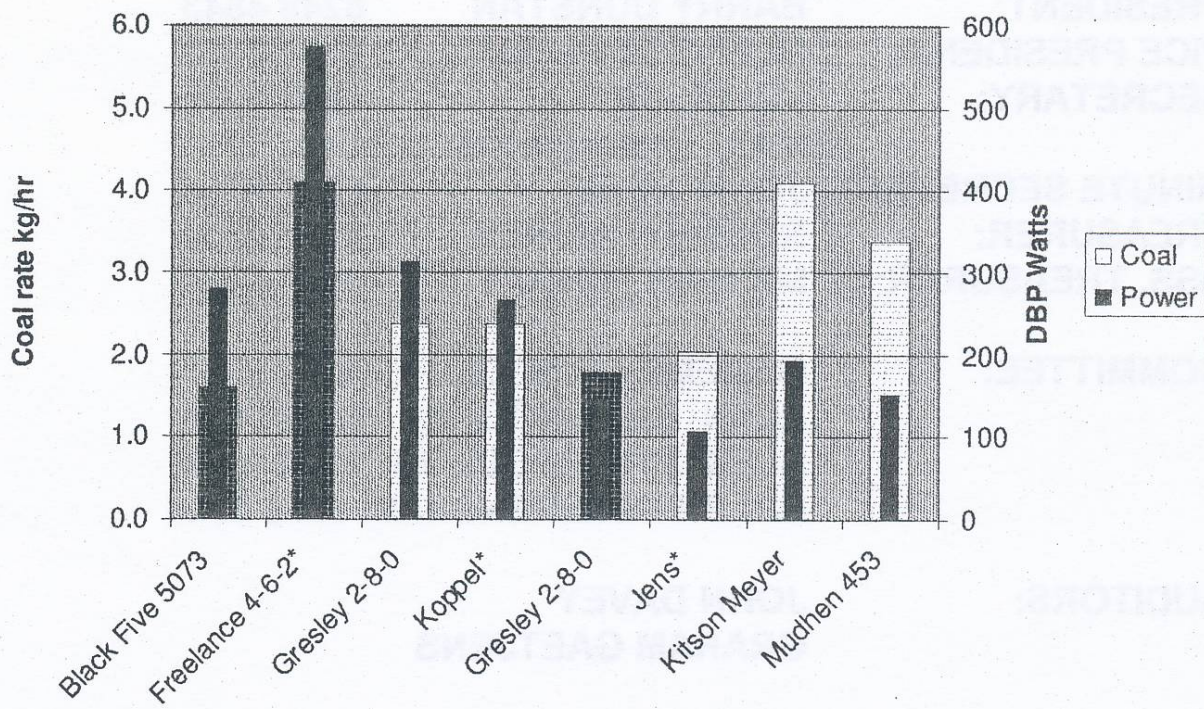
Editors Note; -Photos taken by Bill Coles learning to use a digital camera of which he had left the instruction book at home.

Sasmee Steam Locomotive Efficiency Trials 27/8/2005

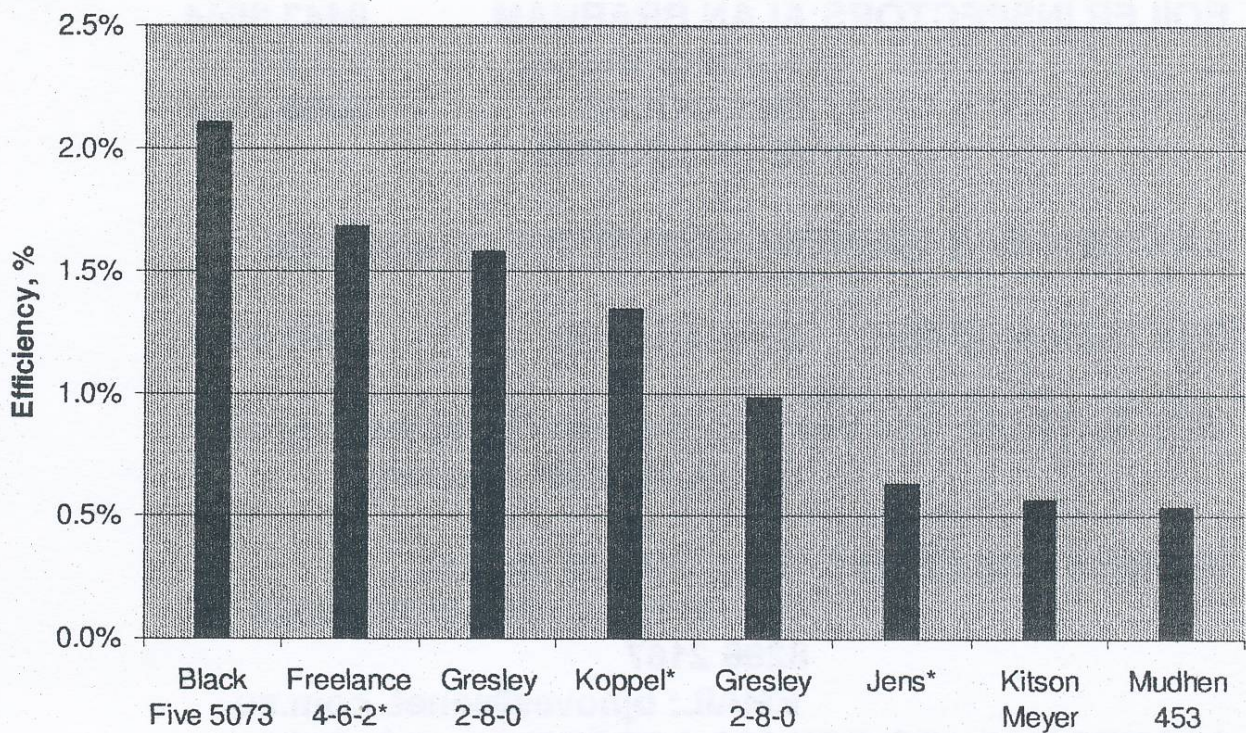
Allan Wallace 8332 8183 allanw@avocetconsulting.com.au

Loco. (* = 7.25" g, else 5" g)	Coal used grams	J coal	J drawbar	Trip Mins	Distance m	Efficiency	Coal Rate kg/hr	DBPower Watts	Av Speed kph
Black Five 5073	918	27.5E+6	581.0E+3	34.6	5572	2.1%	1.6	280	9.7
Freelance 4-6-2*	2151	64.5E+6	1.1E+6	31.6	5346	1.7%	4.1	573	10.2
Gresley 2-8-0	1236	37.1E+6	587.0E+3	31.4	5564	1.6%	2.4	312	10.6
Koppel*	1213	36.4E+6	490.0E+3	30.6	4268	1.3%	2.4	267	8.4
Gresley 2-8-0	900	27.0E+6	266.0E+3	30.3	5248	1.0%	1.8	146	10.4
Jens*	1084	32.5E+6	206.0E+3	31.8	4592	0.6%	2.0	108	8.7
Kitson Meyer	2132	64.0E+6	362.0E+3	31.3	3936	0.6%	4.1	193	7.5
Mudhen 453	1770	53.1E+6	287.0E+3	31.5	4260	0.5%	3.4	152	8.1

Comparative coal rate and drawbar power



Comparative Thermal Efficiency at drawbar



S. A. S. M. .E. E. OFFICE BEARERS
2005----- 2006

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CANTEEN ROSTER: JEAN CLARK 8293 6537

VICE PATRON: His Worship the MAYOR of the City of
Unley, Michael Keenan.

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